

Salt Lake Democrat.

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ALFALFAE YOUNG, - - - EDITOR.

SUSPICIONS.

In a recent case of unlawful cohabitation in Idaho, the defendant, one Charles Simpson, pleaded guilty, and said it was his intention to live within the law in the future. His Honor asked him if such was his intention without regard to instruction that he might have received from any one else, to which the defendant answered that it was. Following this the Court said it was a difficult case to deal with, as the Court was entirely unacquainted with the character of the defendant, and was uncertain whether the promise was made knowing that it would in all probability have an effect with reference to the judgment that the Court would pronounce. With these suspicions and doubts in his mind, the Judge sentenced the defendant to pay a fine of \$300 and stand committed until it was paid.

The suspicions of Judge Morgan as to the sincerity and honesty of Simpson recall a passage in O'Donovan's "The Merv Oasis," which we give below. Our readers will see the similarity, and that the suspicions were justified in one case at least.

"A propos of police administration, I saw at Tehikislar an example of what I had been led to believe was abolished in Russian rule—punishment by the knout. Large numbers of Khirgese and Turcomans had been hired, together with their camels, to serve in the baggage train of the expedition. They received a fixed sum per diem for the services of themselves and their animals, and in case of any camels succumbing to the fatigues of the road, or being captured or disabled by the enemy, the owner was compensated to the extent of one hundred rubles in paper money for each camel—a sum then equal to about ten English pounds. Many of these people brought with them only the very weakest of the camels in their possession, knowing that they would not be able to dispose of them at so good a price elsewhere, and took the first opportunity, when on a long journey, to abandon them in the desert. In cases of this kind, they were required, in proof of their sincerity, to bring in the tails of the camels which were supposed to have died. A party of Khirgese and Turcomans were dispatched with material from Krasnovodsk, and directed to follow the shore to the camp at Tehikislar. They abandoned their camels on the way, having first cut off their tails, which they duly brought into camp. Lazareff's suspicions were aroused, and he ordered a company of cavalry to proceed along the track by which the camels had passed, and to scour the country in search of their bodies. The horsemen came upon the camels, which were evidently grazing over the plain, in as good condition as ever they were but for the absence of their tails. The evidence against the culprits was overwhelming, and in order to make an example, and prevent a repetition of this fraud, each was sentenced to receive, upon the bare back, a hundred blows of a Cossack whip. Among these people it is considered very disgraceful to allow any amount of pain to bring from one of them any groan or exclamation, and I have been told that the man who exhibits such signs of weakness will not afterwards be able to find any woman to marry him."

That part of the last sentence, which is in italics, gives a very good explanation for the abundance of martyrs that Utah has recently produced.

NOT UP TO CONTRACT.

Since the election last fall there has been no one topic which has so divided the country as the question whether or no Mr. Roach's "Dolphin" was what the contract called for, and whether she could stand the tests. It had almost become a national question, the Republicans saying that the dispatch boat was all that the contract called for, and was even better than what was called for. The Democrats said she was not what she should be, and were much rejoiced when she made a failure on her first trial trip. On that trip her journals got hot, a thing that might happen to any boat on a first trip, and it was held to be no fair test. The boat had another trial, which was not so signal a failure, but still it was no such a success that the builders of the boat could "point with pride" to. Again she went forth in her beauty and her pride, and seemed to do fairly well—so well, in fact, that the question of her acceptance was thought to be a settled fact, and the the Republican papers began to feel elated and took great comfort in knowing that the wonderful "Dolphin" was contracted for by a Republican Administration and built by a Republican ship-builder, and some of them went so far as to say that "on a final trial at sea the 'Dolphin' exceeds the requirements of the contract under which she was built, and so we suspect there will be perfect silence about her for two or three years, and that then she will be pointed to as a specimen of the craft which began to appear after Mr. Cleveland was inaugurated."

At present the indications are that the silence about the "Dolphin" will be maintained by the Republicans, especially if the following telegram of this morning proves true in all its conjectures:

New York, June 17.—The Sun this morning says that the board which examined the dispatch boat "Dolphin" have made report to Secretary Whitney that they find that the vessel, though driven by the best engines in the country, did not make the required 15 knots an hour on her trial; that a little change in weight throws her machinery out of good working trim, and that she is faulty in construction; that her only use for guns are fore and aft for following or flying from an enemy, and that sundry structures in front and rear would be blown to atoms if a gun were fired in either direction. The Sun intimates that the boat will be rejected by the Secretary of the Navy.

In the language of the News, this may be called a "fulfillment of the predictions." This will rejoice the Democrats and sorrow the Republicans, and prove that joy and sorrow are twins in this world, and born of the same cause. It is amusing to see with what intense feeling the two parties have discussed the merits of the "Dolphin," when after all the only question was whether she came up to the requirements of the contract. It is a matter of no moment who builds the boats of the navy, whether Republicans or Democrats, but it is a matter of grave importance that they be of the best model and make, and come up to the requirements specified in the contract.

IRRIGATION.

The present season in California is a dry one, and the people there are beginning to agitate the question of irrigation. In the dry and arid climate of Utah, we think of California as a land that never lacks for water, a land where Nature has so tempered the seasons that flowers are ever in bloom, and the air is filled with the sweet songs of birds. California has become synonymous with fairland, where it is ever spring, and where Nature is brightest and grandest. Such being the case, it seems strange to read the following in the Oakland Times of Sunday last:

"This dry year is fortunate for California. It is calling pointed attention to the irrigation problem. With a proper storage and distribution of the abundant water furnished by our mountains there need never be any terror in a dry year in this State. Then the arid plains that are now given over to solitude will bloom like gardens and be the seat of an agriculture and horticulture that will make California an enduring home of plenty."

Let the question be persistently agitated now while it is dry, for when we get forty inches of rainfall we will forget that we ever had only fifteen."

If such a question is important for California, how much more important it is for Utah. Here all the crops are dependent on irrigation, save in some very exceptional seasons when there is a superabundance of rain, when a light dry crop is raised. Almost all the water of Utah is appropriated to-day, and still there remain vast tracts of rich and uncultivated land, and these tracts must remain barren and uncultivated owing to the lack of water with which to irrigate them. In Salt Lake City the people have scarce enough water to irrigate their lots, while some of its inhabitants have to carry water for household purposes a great distance. Salt Lake City to-day is growing most rapidly, and in all probability will so continue, to the north and to the east, and its greater growth in these directions is only limited by the want of water. The water problem must be met, and temporary makeshifts are not a solution. The city is permanent and so should its water supply be, and to furnish which the waters that flow into it will have to be harnessed. This is recognized by all.

Wherever they are harnessed, the place must be above the highest limits to which the town can extend. To husband them, reservoirs will have to be built; they should be of great capacity, and so constructed that there will be as little danger attendant upon their existence as possible. Very recently a large reservoir in Colorado burst, and flooded quite a district, and this seems to have discouraged the city from making one in Little Valley. At least, this fact offered a better excuse to the city council for not going ahead with the matter than any they have heretofore found. No decision, if we remember rightly, has yet been come to regarding the Little Valley reservoir project, but the project seems to sleep for awhile. As the Times says, "let the question be persistently agitated now." Some day all Utah will have to meet the question, as the population must necessarily increase, while the water supply does not. There are other important things to be taken into consideration in discussing the water question, such as the denuding the mountains at the head of the streams of their timber, thereby greatly hastening the melting of the snows and inducing increased evaporation of the water in the streams. Along all canals and irrigating ditches of any dimensions, trees and willows should be planted to prevent evaporation. These are questions in which all are interested, and to which all should give serious thought.

A GOOD SUGGESTION.

It is not often that the DEMOCRAT agrees with the Herald in its suggestions, and especially when the questions discussed are of a political nature; but this morning the Herald makes a very good suggestion, and one that should be well considered by those to whom it is made. The suggestion is that the merchants of this city grant their clerks and salesmen a half holiday every Saturday. If the rule to close at 2 o'clock on Saturdays were adopted by merchants and shopmen, there could not possibly be any loss of trade, and the employees of the various establishments would enter upon their duties of a Monday morning with renewed life and renewed interest in their employers' success. The Biblical day of rest is a scarcely sufficient, as that day is a home day, when the great majority of people wish to remain within the holy precincts of the home, surrounded by their families. A half holiday on Saturday would be the guaranty of a half day spent in the open air and in contact with nature; and we should never forget that Nature is the great teacher, and that along with her teaching she imparts health and higher moral and mental vigor. Nature is the medium through which we learn of the ways of God.

It is charged against Americans that they live in a heated atmosphere, and they live at too high a pressure, and that their life is spent when it should be at its best, when the toils of the day are over and the repose and quiet of life's late afternoon is coming on. Our merchants as a rule are considerate of their employees, but they should, and probably do, remember that their employees are not in circumstances to justify them in taking an out in the mountains of two or three weeks, as they themselves are. The half holiday on Saturdays, particularly during the hot months of summer, would injure none, while it would benefit many. In this connection, we again ask our city fathers to furnish a band of music to play in the Park Saturday afternoons, as it would give to the citizens much pleasure and little expense. Already the Park has become very popular, and so far as we have been able to learn, there has been no rowdiness whatever in the Park. Recently they have made two very good regulations for the government of the Park, which are that all who drive there

will go to the right, and forbidding fast driving or racing. The circular drive will stand a little more watering, though. By the way, when are the bridge paths to be laid out? Cannot the merchants give their employees a half holiday on Saturday afternoons, and the city furnish music for the Park on those afternoons?

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